

## WHAT IS CLAIMED IS

1. An automatic transmission comprising:

a first axis for inputting the power,

a second axis for outputting the driving force source,

at least one or more first gear group which consists of  
a drive gear fixed on said first axis, and a driven gear provided  
so as to engage or run idle with respect to said second axis  
with being engaged with said drive gear, and

at least one or more second gear group which consists of  
a driven gear fixed on said second axis, and a drive gear provided  
so as to engage or run idle with respect to said first axis with  
being engaged with said driven gear,

further comprising a torque transferring mechanism for  
transferring the torque between said driven gear which can run  
idle with respect to said second axis and said driven gear fixed  
to said second axis.

2. An automatic transmission comprising:

a first axis for inputting the power,

a second axis for outputting the driving force source,

at least one or more first gear group which consists of  
a drive gear fixed on said first axis, and a driven gear provided  
so as to engage or run idle with respect to said second axis  
with being engaged with said drive gear, and

at least one or more second gear group which consists of  
a drive gear fixed on said second axis, and a driven gear provided  
so as to engage or run idle with respect to said first axis with  
being engaged with said drive gear,

further comprising a torque transferring mechanism  
provided between said first gear group and said second gear group,  
and

wherein the torque is transferred from said 1st axis to

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3. An automatic transmission comprising:

a second axis for outputting the driving force source,

at least one or more second gear group which consists of a drive gear fixed on said second axis, and a driven gear provided so as to engage or run idle with respect to said first axis with being engaged with said drive gear,

wherein the torque is transferred from said 1st axis to said 2nd axis with this torque transferring mechanism while shifting.

a first gear engaged with said driven gear which can run  
idle with respect to said second axis,

a torque transferring means for transferring the torque between said first gear and said second gear.

the first gear engaged with said driven gear which can run idle with respect to said second axis, the second gear engaged with said driven gear fixed to said second axis, and the torque

transferring means for transferring the torque between said first gear and said second gear in said torque transferring mechanism, are provided on another axis different from said first axis and said second axis.

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6. An automatic transmission according to any one of claims 1 to 5, wherein torque ratio transferred from said 1st axis to said 2nd axis by said 1st gear group, said torque transferring mechanism and said 2nd gear group is one or more.

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7. An automatic transmission according to any one of claims 1 to 6, wherein the gear engaged with one of said drive gears fixed to said first axis is provided on another axis different from said first axis and said second axis,

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further comprising a motor generator for driving and regenerating, and a torque transferring mechanism for adjusting the torque transfer between said gear and said motor generator.

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8. An automatic transmission according to any one of claims 1, 2 and 3, wherein said torque transferring mechanism comprises a friction type clutch.

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9. An automatic transmission according to claim 8, wherein the lubricant for said friction clutch is provided independently of the lubricant for said transmission.

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10. An automatic transmission according to claim 7, wherein the motor engaged with said transmission is started by said motor generator.

11. An automatic transmission according to claim 7, wherein the driving force source of said motor generator is transferred

to said second axis while shifting.

12. An automatic transmission according to any one of claims 1 to 10, further comprising

5 a motor generator for generating the driving force source and regenerating the torque, and a transferring mechanism provided between wheels to which the torque of said transmission is not transferred and the motor generator, for transferring and interrupting the torque.

10 13. An automatic transmission according to claim 12, wherein the torque generated by said motor generator is transferred to said wheels by said transferring mechanism while shifting, and the torque is added to said wheel.

15 14. An automatic transmission comprising:  
a first axis for inputting the power,  
a second axis for outputting the driving force source,  
at least one or more first gear group which consists of  
20 a drive gear fixed on said first axis, and a driven gear provided so as to engage or run idle with respect to said second axis with being engaged with said drive gear, and

25 at least one or more second gear group which consists of a drive gear fixed on said second axis, and a driven gear provided so as to engage or run idle with respect to said first axis with being engaged with said drive gear,

30 further comprising a torque transferring mechanism for transferring the torque between said drive gear which can run idle with respect to said first axis and said drive gear fixed to said first axis

15. An automatic transmission comprising:

a first axis for inputting the power,  
a second axis for outputting the driving force source,  
at least one or more first gear group which consists of  
a drive gear fixed on said first axis, and a driven gear provided  
5 so as to engage or run idle with respect to said second axis  
with being engaged with said drive gear,

at least one or more second gear group which consists of  
a drive gear fixed on said second axis, and a driven gear provided  
so as to engage or run idle with respect to said first axis with  
10 being engaged with said drive gear,

further comprising a first gear engaged with said driven  
gear which can run idle with respect to said first axis, a second  
gear engaged with said drive gear fixed to said first axis, and  
a torque transferring means for transferring the torque between  
15 said first gear and said second gear.

16. An automatic transmission comprising:

a first axis for inputting the power,  
a second axis for outputting the driving force source,  
at least one or more first gear group which consists of  
a drive gear fixed on said first axis, and a driven gear provided  
so as to engage or run idle with respect to said second axis  
with being engaged with said drive gear,

at least one or more second gear group which consists of  
25 a drive gear fixed on said second axis, and a driven gear provided  
so as to engage or run idle with respect to said first axis with  
being engaged with said drive gear,

further comprising a first gear engaged with said drive  
gear which can run idle with respect to said second axis, a second  
30 gear engaged with said driven gear fixed to said second axis,  
and a torque transferring means for transferring the torque  
between said first gear and said second gear in said torque

transferring mechanism,

wherein the first gear, the second gear and the torque transferring means are provided on another axis different from said first axis and said second axis.

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17. An automatic transmission comprising:

a first axis for inputting the power,

a second axis for outputting the driving force source,

at least one or more first gear group which consists of

10 a drive gear fixed on said first axis, and a driven gear provided so as to engage or run idle with respect to said second axis with being engaged with said drive gear, and

at least one or more second gear group which consists of a drive gear fixed on said second axis, and a driven gear provided so as to engage or run idle with respect to said first axis with being engaged with said drive gear,

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further comprising a torque transferring mechanism for transferring the torque between said driven gear which can run idle with respect to said second axis and said driven gear fixed to said second axis,

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wherein when said driven gear of said first gear group runs idle, the torque is transferred from said first axis to said second axis through a driven gear which runs idle with respect to said drive gear of said first gear group, said torque transferring mechanism, and a driven gear of said second gear group, and when said driven gear of said first gear group is engaged to the second axis, the torque is transferred from said first axis to said second axis through the driven gear engaged to said drive gear of said first gear group.

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18. A vehicle which installs automatic transmission comprising:

a first axis for inputting the power,  
 a second axis for outputting the driving force source,  
 at least one or more first gear group which consists of  
 a drive gear fixed on said first axis, and a driven gear provided  
 5 so as to engage or run idle with respect to said second axis  
 with being engaged with said drive gear, and

at least one or more second gear group which consists of  
 a drive gear fixed on said second axis, and a driven gear provided  
 so as to engage or run idle with respect to said first axis with  
 10 being engaged with said drive gear,

wherein the shifting is done by switching from the torque  
 transfer from said 1st axis to said 2nd axis by said 1st gear  
 group or said 2nd gear group to the torque transfer from said  
 1st axis to said 2nd axis by another said 1st gear group or another  
 15 said 2nd gear group different from said 1st gear group or said  
 2nd gear group,

further comprising a torque transferring mechanism  
 provided between one of said first gear groups and one of said  
 said second gear groups in said transmission, and a shifting  
 control means for transferring the torque from said 1st axis  
 to said 2nd axis by said torque transferring mechanism while  
 20 shifting,

wherein the amount of the back and forth acceleration  
 change generated in said vehicle while shifting is controlled  
 25 by said shift control means so as to fall within  $1.0 \text{ m/s}^2$ .

19. A vehicle according to claim 18, wherein the back and forth  
 acceleration generated in said vehicle while shifting is  
 controlled by said shift control means so as to become **more than**  
 30  **$0.0 \text{ m/s}^2$** .

20. A vehicle which installs an automatic transmission

comprising:

a first axis for inputting the power,

a second axis for outputting the driving force source,

at least one or more first gear group which consists of

5 a drive gear fixed on said first axis, and a driven gear provided so as to engage or run idle with respect to said second axis with being engaged with said drive gear,

at least one or more second gear group which consists of a drive gear fixed on said second axis, and a driven gear provided  
10 so as to engage or run idle with respect to said first axis with being engaged with said drive gear,

wherein the shifting is done by switching from the torque transfer from said 1st axis to said 2nd axis by said 1st gear group or said 2nd gear group to the torque transfer from said  
15 1st axis to said 2nd axis by another said 1st gear group or another said 2nd gear group different from said 1st gear group or said 2nd gear group,

further comprising a torque transferring mechanism provided between one of said first gear groups and one of said said second gear groups in said transmission, and a control means for controlling the shifting by selecting a shifting system in which the torque transfer from said 1st axis to said 2nd axis is performed by said torque transferring mechanism while shifting or a shifting system in which said torque transferring mechanism  
20 is not used,

wherein the amount of the back and forth acceleration change generated in said vehicle while shifting is controlled by said control means so as to fall within  $1.0 \text{ m/s}^2$ .

30 21. A vehicle according to claim 20, further comprising a motor which generates the power introduced into said first axis, wherein the torque is transferred from said 1st axis to



said 2nd axis by said torque transferring mechanism while shifting when the torque generated by said motor is more than a fixed value, and otherwise, the torque is not transferred from said 1st axis to said 2nd axis by said torque transferring  
5 mechanism while shifting.

22. A vehicle according to claim 20, further comprising a motor which generates the power introduced into said first axis,

wherein the torque is transferred from said 1st axis to  
10 said 2nd axis by said torque transferring mechanism while  
shifting when the throttle valve opening for adjusting the torque  
generated by said motor is more than a fixed value, and otherwise,  
the torque is not transferred from said 1st axis to said 2nd  
axis by said torque transferring mechanism while shifting.